

Intimations.

ESSETS FLUID
AGAINST THE PLAGUE.

What Pure Carbolic Acid will do in three hours, Essets Fluid will do in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media, and is destroyed by Essets Fluid.

(WATKINS, CHOW-SUI).

These are important results proving the exceptional power of Essets Fluid, in fact, it is far superior to pure carbolic acid of the same strength.

WATKINS,
LIMITED,

CHEMISTS, AERATED WATER
MANUFACTURERS,

APOTHECARIES HALL,

No. 60, Queen's Road Central, Hongkong

FACTORY:—Mason's Lane.

WAI KIN TAI YEUK FONG.

房藥大建威

Branches also at

Canton, Shanghai, Hankow and Peking.

Hongkong, 4th February, 1902. [714c]

HONGKONG SUBSCRIPTION
LIBRARY.

18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, ESQ., K.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, ESQ.,
R. SHEWAN, ESQ.

SUBSCRIPTIONS—Payable in Advance.

\$7.50 Per Half Year.

\$1.40 Per Month.

The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference;
and it is hoped to maintain it up to date.

Intending Subscribers are requested to
apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordnance Office.
Hongkong, 28th December, 1901. [1413c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. Net ex Factory.
\$3.30 per Bag of 25 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [19]

Millinery.

A
SPLENDID SELECTION
OF

FASHIONABLE MILLINERY,

JUST UNPACKED

AND NOW ON VIEW IN OUR SHOW CASES.

WM. POWELL, Ltd.

Hongkong, 6th February, 1902. [955c]

BANJOS.

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.
[955c]

To-day's
Advertisements.PERSEVERANCE LODGE OF
HONGKONG, No. 1165.

A REGULAR MEETING of the above
LODGE will be held in the FREEMAN-
SONS' HALL, Zetland Street, on MONDAY,
the 17th instant, at 5 for 5.30 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 11th February, 1902. [181d]

FOR SHANGHAI, YOKOHAMA AND
Kobe.

THE H.A.L. Steamship
Captain von Döhren, will be despatched for the
above ports, on THURSDAY, the 13th instant,
at Daylight.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 11th February, 1902. [178d]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above
on THURSDAY, the 13th instant, at 4 p.m.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 11th February, 1902. [175d]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"
Captain Geo. Payne, will be despatched as above
on SATURDAY, the 15th instant, at
Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 11th February, 1902. [176d]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after 2 p.m., the 12th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 11th February, 1902. [177d]

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA,"
Captain von Döhren, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forward unless notice
to the contrary be given before 5 p.m., TO-
DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undischarged after the 18th instant, will be
subject to rent.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th instant, at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 11th February, 1902. [179d]

To-day's
Advertisements.NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.

Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOVA.

ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship
"BORMIDA,"
Captain Belsito, will be despatched as above
on FRIDAY, the 14th instant, at Noon.
At HONKAY, the Steamer is discharging in
VICTORIA DOCK.
For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 11th February, 1902. [180d]

Sabang-Bay Harbour
and Coal Co.,
Limited.

Fulo Weh, North Sumatra.

Cable-Address:—"HARCOAL" SABANG.

THIS Company supply best Welsh, Bengal
and Onhillen Coals at current rates.
Ships can moor at the wharves immediately
after having entered the harbour, and coaling
commences without delay at the rate of 60
tons per hour; timely notice being given, the
rate of coaling may be increased to 80 tons per
hour.
Depth of water at the wharves 30 feet at low
spring-tide.
Excellent pure spring-water can be supplied
at current prices.
Vessels calling at Sabang are exempt
from harbour dues and pilotage, and when
calling for the purpose of coaling only and
taking in water, stores or provisions, no
wharfage is levied.
A floating drydock for vessels of about 3,000
tons displacement lies on the north side of the
harbour entrance, close to the shore.
The company execute ship and marine en-
gine repairs of all descriptions under the
superintendence of experienced European
Shipwrights and Engineers, at moderate prices.
2nd October, 1901. [1008c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON.

PORT & SHERRY,
OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,

JULES MUMM & Co., a Wine for
Connoisseurs.

WATSON'S
SCOTCH
WHISKY.

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,

IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELE-
BRATED CHATEAUX.

CONFECTIONERY,

OF THE HIGHEST CLASS IN
GREAT VARIETY. IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES.

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES.

&c. &c. &c.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

BIRTHS.

On the 3rd of February, at 89, Range Road,
Shanghai, the wife of K. H. VON LINDHOLM,
of a daughter.

On the 5th of February, at 25, Boone Road,
Shanghai, the wife of IVOR J. THOMAS, of a son.

MARRIAGES.

On the 3rd of February, at the Holy Trinity
Cathedral, Shanghai, by the Rev. H. C. Hodges,
M.A., RUFEL DUGDALE CASWELL, of Bristol,
England, to MARGARET STUART, youngest
daughter of the late Captain John B. Isbister,
of Kirkwall, Orkney, Scotland.

At the British Consulate and afterwards at
the Union Church, Shanghai, on the 5th of
February, CATHERINE (KATE), youngest
daughter of the late D. C. Jansen, to HENRY
RUFUS HERBERT THOMAS, second son of J. H.
Thomas, of Wandswoth, London.

DEATHS.

At 6, Mohawk Road, Shanghai, on the 3rd
of February, WILLIAM GREGORY, much-be-
loved elder son of William Seaton and Annie
King, aged 6 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 11, 1902.

NOTES AND COMMENTS.

The Mercantile Marine.

For some considerable time past there has
been a growing feeling of discontent amongst
the Officers of the Mercantile Marine em-
ployed in the China Coast trade. The men
complain that the scale of pay, namely, £14
per month for First Mates, £8 for Second
Mates and £7 for Third Mates, newly
joined, is not sufficient for their needs.

Prices have risen everywhere upon the China
Coast and what was formerly a fair wage is
now hardly sufficient to keep body and soul
together and certainly offers few inducements
to good men to serve away from home.

Accordingly a series of meetings have been
held both here and in Shanghai, and the
Northern and Southern Rise Committees
formed to deal with the question of the pay of
mates employed in the northern and southern
ships respectively. Both Committees have, we
understand, addressed the principal owners
of the coasting steamers asking for a rise of
pay to £20 for First, £14 for Second and
£11 for Third mates.

The Officers argue that of late their ex-
aminations have become more difficult and
that a very different and better educated
class of men are now required than was
formerly the case. The days of the old
illiterate class of Mercantile Marine Officer,
who could only work out a position by rule
of thumb, are passed and gone, and the
owners have profited thereby in obtaining a
better and more responsible class of men
for their ships.

Another point put forward is that the
Mates are, by no means so well paid as the
Engineers, although they have equal, if not
more, responsibility and have to pass a
searching examination to obtain their certi-
ficates. For instance, a Third Engineer, just
out of his apprenticeship and without a certi-
ficate, gets more pay than a First Mate, who
in all probability holds a master's certificate,
has passed various examinations and put in
a far greater amount of time than that
covered by the Third Engineer just out of his
apprenticeship. In addition to this the First
Mate has a deal more responsibility and must
live up to a position far in advance of that of
the Third Engineer, which, on less pay, is
manifestly unfair.

Then too, the Customs and Government
employees have all received increases of late,
and the Mates feel that they are in quite as
bad a position as these people. Many of them
are married men who have to support wives
and families, either out here or at home, and
they find most difficult to do at the
present scale of pay. They want a holiday
at times too, for the climate on the China
Coast is one which tells upon a man's con-
stitution, and unless he can afford a trip
home now and again he is liable to deteriorate,
to the detriment of both himself and his
owners. Add to this the fact that no man
comes to China for his health, but in the
hope of improving his position and laying
up a nest egg for his old age, and one has
the whole case in a nutshell.

The China Coast Captains, we are told, are
not so badly off as their Officers. Their
pay, which averages about £30 per month
for the junior men is, far in excess of that of
the First Mates, who, to a great extent share
the responsibilities of the Captains. It is
argued that too great a disparity exists be-
tween the rates of pay of these two ranks
and this also is a cause of complaint.

Of course we know perfectly well that
there may be a good deal to say upon the
other side and that sailor men are proverbially
supposed to be never happy except when
discontented, but still we think that the
Mates have a fairly strong case. The whole
of us here exist on and for the China trade
and it is the coasting vessels which feed
that trade and keep it alive. To the men in
charge of these ships thousands of pounds
worth of cargo is annually intrusted and when
compared with the value of a fully laden ship,
the pay of the First, Second and Third Mates
is as but a drop in the ocean. It is these
men to whom the safe carriage of our goods
and the navigation of our vessels is intrusted
and it would seem hard that they should be,
as they say they are, paid what is barely a
living wage.

So far as we can gather in the early stages
of the movement, the men, both here and
in the north are perfectly unanimous in
their demands. Of the other side of the
question, that is to say of the attitude likely
to be adopted by the Owners, we are
not, as yet, able to speak, but we
trust that matters may be arranged satisfac-
torily to both parties. A glance at the
profits made by the local shipping firms will
serve to show that their vessels are by no
means being run at a loss, and thus we
imagine that the Mates will, in the end, be
satisfied.

COTTAM & CO., NEW HATS for the
RACES.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

BIG FIRE AT CANTON.

IMMENSE DAMAGE.

(From Our Own Correspondent.)

CANTON, February 11th.

An immense fire broke out in the
Western Suburbs of Canton yester-
day and raged with great fierceness.
Between three and four hundred
shops were destroyed and immense
damage done. The fire was not
subdued until late at night.

REUTER'S TELEGRAMS.

H.M.S. "AMPHITRITE"
RE-LOADED.

LONDON, February 8th.
H.M.S. Amphitrite, which went ashore in
Suez Bay, has been re-loaded.

COMMANDANT MARAIS
CAPTURED.

The rebel Commandant Marais was cap-
tured on the 31st January.

ANOTHER BOER OFFER.

Commandant Lane, a prisoner at St.
Helena, has offered his services to the Bri-
tish, with a command.

GREAT FIRE IN AMERICA.

February 9th.
A fire is raging at Paterson, New Jersey.
Twenty six blocks have already been destroyed,
including many public buildings, the
entire business section of the town, and the
lightning system. The town is only illu-
minated by the flames, the inhabitants are
panic stricken, and hundreds are homeless.

LOCAL AND GENERAL.

EXCHANGE remains steady at 1s. 10d.

BAR SILVER has fallen one-eighth and now
stands at 25½.

THE BUYING RATE for sovereigns has
risen to \$10.84.

MR. S. B. C. ROSS, Cadet, passed his final
examination in Cantonese on the 5th January.

A DEAD CHINESE GOOLIE has been
found at Quarry Bay, and plague is certified as
the cause of death.

THE NEW REGULATIONS for the disposal
of ashes in the Harbour will not be enforced
until Saturday next.

THE TOTAL SUM received as revenue in
the Registry of the Supreme Court during last
year was \$39,924.72.

THE "BALLAARAT," with the outward
English mail, is due here at about 2 p.m. on
Saturday, the 15th inst.

THE RETURNS OF VISITORS to the City
Hall Library and Museum for the week ending
11th February, shows:—

	Library.	Museum.
Non-Chinese	127	45
Chinese	43	1,997
Totals	170	2,042

A FIVE MILE BICYCLE RACE was
brought off yesterday afternoon on the Quarry
Bay Cycle track between T. Bennings, of Hong-
kong, and F. Gaston, the boatswain of the
Empress of India. It was a well-contested
race but in the lap preceding the final Gaston
overtook and passed his opponent and then
won easily in 14 min. 28.25th secs.

A COLLISION occurred at Shanghai on the
3rd inst. between the Russian steamer Argon
and the French gunboat Surprise, but fortunately
resulted in little damage to either vessel. The
French gunboat was lying at anchor opposite
the Bund and the Argon was coming up river,
when just above the how Chow water the Argon
got foul of the Surprise and struck the latter
vessel on the starboard side. The Russian
steamer suffered little or no damage. The gun-
boat had a few plates stove in above and below
the water line and the bow of one of the boats
on the davits was badly damaged.

CRIMINAL STATISTICS for the past year
show that out of 98 persons brought up for trial in
the Superior Courts 16 were acquitted. In 1900,
91 persons were tried and 18 acquitted. During
1901 there were 6 cases of murder, 5 of man-
slaughter, only one of which ended in judgment
being given for the crown, and one of attempted
murder. There were 20 convictions for robbery
with violence, and 21 for other offences against
the person. No less than 59 persons were sent
to gaol with hard labour for over a year and 16
went for a year and under. Thirty-four have
been privately flogged, 21 being convicted of
robbery with violence.

MUSIC FOR THE PEOPLE will be given
on the new Parade Ground to-morrow after-
noon by the bands of the Hongkong Regiment
and the Hongkong, Singapore Battalion Royal
Artillery. The programme is as follows:—

HONGKONG REGIMENT.
1. March:—"The Old Danmairi." William's
2. Overture:—"Zampa." Haidel.
3. Selection:—"Under the British Flag." Kappey
4. Valze:—"Espana." Waldenfeld.
5. Polka:—"Piccadilly." (Piccolo Solo) Waldenfeld.
6. Galop:—"En Route." Waldenfeld.

HONGKONG SINGAPORE BATTALION ROYAL
ARTILLERY.
Pipes Selections.
1. "My Love is but a Leaf." Ver.
2. "Highland Laddie."
3. "Barren Rocks of Aiden."

ANOTHER BIG FIRE AT CANTON, we

are informed, broke out shortly after noon
yesterday between the Customs Station and
the Shampan. The flames spread with great
rapidity and the fire was still burning in this
crowded area at ten o'clock in the evening.

BANKNOTES IN CIRCULATION.—The

following returns of the average amount of
banknotes in circulation and of specie in reserve
in Hongkong during January, as certified by
the managers of the respective banks, are
published in the Gazette:—

Banks.	Average Specie in Amount.	Reserve.
Chartered Bank of India,	\$	\$
Australia and China...	3,178,700	1,700,000
Hongkong and Shanghai		
Banking Corporation...	9,055,854	5,000,000
National Bank of China,		
Limited	446,890	150,000
Total	\$13,281,444	\$6,850,000

THE HON. STEWART LOCKHART.—

The following is clipped from a northern
journal:—We note with pleasure the nomina-
tion of Mr. Stewart Lockhart, C.M.G., the
present Colonial Secretary of Hongkong, to
the Governorship of Wei-hai-wei. We are at
a loss to guess if this means a new departure
in the fortunes of our last foreign possession.
As our readers know, Mr. Lockhart is a
Colonial Office man; he may have been
sent to the Foreign Office or even to the
Admiralty, but this is unlikely. The pre-
sumption is that the Colonial Office is about to
take over Wei-hai-wei. In any case this
appointment is a notable one. Mr. Lockhart is
an old "Watsonian," of Edinburgh, and is a man
of high ability, used to deal with Orientals, and
far removed from the nobby pamboyism of
Exeter Hall; moreover, though a Chinese
scholar of some pretensions, sinology has not
ennervated him.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LTD.

An extraordinary general meeting of the
China Provident, Loan and Mortgage Com-
pany, Limited, was held the Company's Offices,
14, Des Voeux Road, this morning for the
purpose of confirming, as special resolutions, the
proposals submitted at a meeting of the Com-
pany held on the 22nd January last. There
were present, Mr. Robert Shewan (in the chair),
Messrs. W. D. Braidwood, E. W. Terry, J.
McCubbin, A. Denison, J. S. Van Buren, H. P.
White, A. Babington, Fung Wa Chun, Chow
Hing Kee, and Chan Tang Shang.

The Chairman formally moved confirmation
of the following resolution:—"That the Capital
of the Company be reduced from \$2,000,000
divided into 100,000 shares of \$20 each, to
\$722,000 divided into 72,200 shares of \$10
each, and that such reduction be effected by
cancelling the uncalled capital of \$10 per share
on 72,200 shares which have been issued, and
by cancelling 27,800 shares which have not
been taken or agreed to be taken by any
person."

Mr. Denison seconded, and the motion was
carried.

On the proposition of the Chairman seconded
by Mr. Terry, the following resolution was
adopted:—"That after such reduction the
Capital of the Company be increased to
\$2,000,000 by the creation of 177,800 new
shares of \$10 each, of which 27,800 may be
allotted in such manner at such times and to
such persons as the General Managers shall
think fit, but the remaining 100,000 shares shall
not be issued without the consent of the share-
holders in General Meeting."

The Chairman:—That is all the business,
gentlemen. Thank you for your attendance.

FIRES AT HONGKONG.

OUTBREAK IN CHINESE STREET.
About half-past three yesterday afternoon the
Fire Brigade were summoned to a fire which
had broken out at No. 19, Chinese Street,
Queen's Road Central. It is a very narrow
thoroughfare and but for the prompt

HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the eighteenth ordinary general meeting to be held at the office of the General Managers on Monday, 17th February, at 11 a.m.

Annexed we have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December, 1901.

The net profit including the balance brought forward from last year amounts to \$114,693.01 which is proposed to be appropriated as follows:—

To place to Reserve Fund \$ 5,000.00
To pay a Dividend of 20 per cent 100,000.00

To carry forward to the credit of next year's account 9,693.01

Business in Rope has again suffered, and to a still greater extent, from the abnormally high price of Manila Hemp, and as these figures show, the result for this year is not so satisfactory as before.

Consulting Committee.—Messrs. Gillies and Lewis having resigned from the Committee, Messrs. D. E. Brown and H. P. White were appointed in their place. In accordance with the Articles of Association, Messrs. Raymond White and Brown retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. F. Arnold and F. Henderson who are recommended for re-election.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 6th February, 1902.

Accounts for the year 1901.
PROFIT AND LOSS ACCOUNT.

Auditors' fee	\$ 400.00
Consulting Committee's fee	4,000.00
Depreciation for 1901 written off	25,847.35
Balance	114,693.01

Balance brought forward from 1900	\$ 12,709.65
Exchange	442.16
Interest	2,135.70
Balance of Working Account	129,652.85
	\$144,940.36

Assets.

Land, Factory, Machinery &c. as per last account	\$190,000.00
Expended on Additions and Extensions to 31st December 1901	85,847.35
	275,847.35
Less Depreciation	25,847.35
	\$250,000.00

Rope, Hemp &c. in factory, valued at	219,201.20
Rope on Consignment, valued at	113,430.00
Fire Insurance Premium, account 1902	1,506.81
Sundry Debtors	55,394.64
Hongkong & Shanghai Banking Corporation	7,754.68
Cash in hand	3,308.79
Cash at Factory	42.00
	\$ 650,696.12

We have compared the above statements with the books and vouchers of the Company and found the same in accordance therewith.

THOS. ARNOLD & F. HENDERSON Auditors.

ROYAL HONGKONG YACHT CLUB.

COMMODORE'S CUP—2ND CLASS.

Payne and *Maid Marian* sailed off their tie for this Cup on Saturday, the 1st inst., the course being round the Beacon at Lyemooon (port), Kowloon Rock (port), and Meyer's East Buoy (starboard); 10 1/2 miles. Both boats got away to a good start, *Maid Marian* being first over the line, and in the light northerly air she gradually increased her lead. Off North Point the wind was blowing quite fresh, and *Payne* came almost up to her rival, but by the time the Beacon was reached *Maid Marian* was again leading by half a minute. It was a beat through a nasty sea to Kowloon Rock, both boats having quite as much sail as they could carry; *Payne* did not seem to go as well as usual, sagging away to leeward far more than her rival, and having to make two boards over to the north shore before she could fetch the mark as compared with *Maid Marian's* one: she was five minutes behind when rounding the rock. Both boats, keeping their distance, made the run to Meyer's East Buoy at a tremendous pace, the race ending with a reach, when *Maid Marian* further increased her lead. *Payne* finished five and a half minutes astern, thus winning a fast-sailed race with three minutes of her time allowance in hand.

Official times:—

<i>Maid Marian</i>	3 45 00	3 45 00
<i>Payne</i>	3 50 32	3 42 00

EIGHTH CLUB RACE—1ST CLASS.

On Sunday, the 2nd, the 8th Club Race was sailed. The course was round the Lyemooon Beacon and the North Fairway Buoy, leaving both to port. The tide was flood and the wind of fair strength, but unfortunately from the North, making the course a reach both ways, and as usual with a North wind here it varied considerably both in force and direction in different parts of the harbour.

COTTAM & CO., DENTS DRIVING, GLOVES for the RACES.

In the 1st class *Alannah*, *Bonito*, and *Gloria* turned out. The first two crossed the line together, *Alannah* to windward. *Gloria* was somewhat later starting and never showed up prominently throughout the race. For a considerable distance there was little to choose between the leaders, but after passing North Point, *Alannah*, whose balloon foresail was serving her far better than *Bonito's*, got away and made a substantial lead. Near the Beacon the wind was much more Easterly and *Bonito*, by luffing before she got out of the true wind, gained considerably. *Alannah* went about to round the Beacon rather too soon and being badly served by the wind had to make a short luff to clear the mark; this let *Bonito* right away. On the long reach to the next mark *Alannah* after a luffing match or two with *Bonito* slowly but surely drew away, and by the time the Police Pier was reached she had a lead of a couple of minutes or more. Shortly afterwards she nearly threw the race away by marking for the South Fairway Buoy instead of the North. But luck was with her and she got a lift of wind on the leeward side of a line of moored steamers, which put her well up into the right course, while *Bonito* on the windward side of the same steamers lay becalmed. The remainder of the race was uneventful. *Bonito* tried for a fluke and net getting it let *Alannah* increase her lead. The starter being for some reason absent from his post until the 2nd class were finishing, the times given are not official, but were taken on board the *Alannah*.

H. M. S. Marks. Total.

<i>Alannah</i>	3 19 0	10 62
<i>Bonito</i>	3 22 6	4 46
<i>Gloria</i>	3 28 39	1 4

ONE DESIGN CLASS.

Erica led for about half way, but was passed by *Colleen*.

Times at finish:—

<i>Colleen</i>	3 23 17	10 40
<i>Erica</i>	3 25 0	4 23
<i>Kathleen</i>	3 27 1	1 10
<i>Alina</i>	3 28 37	0 2

EIGHTH CLUB RACE—2ND CLASS.

Three boats came out in this class. The start was a mere drifting match, as just before gun-fire the wind fell very light, and spoiled what would otherwise have been a close and interesting start. *Chanticleer* was first away, and picking up the breeze a minute or more before *Payne* and *Maid Marian*, she drew well ahead, and gained an advantage which she maintained throughout the race. *Payne* was next away, but was quickly overhauled by *Maid Marian*. At the Beacon, *Maid Marian*, by rounding closely, gained considerably from *Payne*, and was two and a half minutes ahead, but before reaching North Point she ran into a calm, and *Payne* came right up and passed her; however, she sailed through *Payne's* lee, and was in second place when off the Police Pier at Kowloon. *Chanticleer* lost somewhat to the other boats after this, but never sufficiently to put her position in doubt, and she rounded the Fairway Buoy with a lead of two and a half minutes. There was no change in the order from here to the finish, but *Payne* fell astern, whilst *Maid Marian* came a little closer to *Chanticleer*, who crossed the line first, having sailed a steady race throughout; however, she could not save her time on *Payne*.

Finishing times:—

<i>Chanticleer</i>	3 29 5	3 38 00	4 22
<i>Maid Marian</i>	3 41 7	3 41 7	1 4
<i>Payne</i>	3 43 21	3 32 31	10 34

CANTON NOTES.

[From our own Correspondent.]

CANTON, February 10th.

THE NEW YEAR.

The Chinese New Year began with the usual amount of cracks and other noises. Early in the morning a fire broke out in Ho Pun street. The flames shot up rapidly and it looked as if we were in for a serious time. However the firemen were soon on the ground with hand pumps and the pumping station soon had a supply of water available. The streets were free from traffic and in a very short time the fire was got under control. The contents of one shop were destroyed and the building considerably damaged. The cause of the fire was too many candles on the shrine.

All day long the Chinese took full advantage of the fine weather. The streets were crowded with chairs, and people on foot, all intent on making as many calls as possible. A few of the shops are opening this morning, but the greater part of them will remain closed for some days yet.

CHAPEL DESTROYED.

A small chapel of the American Presbyterian Mission in the San Ning district was completely demolished by a mob a few days ago. In this instance there was no hostility to the Christians or to the mission work. Unfortunately a window in the chapel looked towards a village a short distance away and the "fung shui" doctors declared that this window would bring evil upon the village. A mob soon gathered and destroyed the chapel.

GOOD ROADS.

Some months ago I reported that the gentry and rich people of the San Ning district had decided to improve the roads and introduce rickshaws. This work has been begun. The road is to be about fifteen feet wide and will run through the most important parts of the district. It is to be hoped that this work once begun will spread to other districts.

MISSION PROPERTY DESTROYED BY A MOB.

The Berlin Mission buildings in the Fa Yuen district have been totally destroyed by a mob. Rev. and Mrs. Bahr, with their child of two weeks old, escaped and have reached Canton. When the trouble began in 1900, the Berlin Mission in Fa Yuen was the first to be destroyed. Dwelling houses and school buildings were demolished. After a good deal of

delay and heavy pressure by the German Consul, an indemnity was paid over by the Chinese officials. After quiet was restored Mr. Bahr returned to his field and the school buildings were re-built. The dwelling houses have not yet been replaced. Some days ago there were signs of trouble and Mr. Bahr wrote to the Consul informing him of the threatening aspect of the people. Before the letter reached Canton the mob had done its work. We have not yet had definite information as to the real cause of the trouble. One report says that the person who was the leader in the former riots, maddened because his attempt to drive out the foreigners failed, joined the French Mission and, relying on the protection from the French, gathered a mob and destroyed and fired the buildings. This may be only a rumour without any foundation in fact. However, it is not unlike the way in which a Chinaman would work.

CONTRABAND FROM HONGKONG.

About the middle of last month says a Singapore Journal, the German steamer *Emma Lyken*, on arriving at Saigon from Hongkong, was searched by customs officers, who found a large quantity of contraband opium on board. The result was the seizure of the steamer by the customs authorities. Two days afterwards the *China*, another German steamer, also from Hongkong, entered Saigon. Her master at once reported to the customs officials that he had found on board some contraband opium belonging to his comprador. Owing to this giving this information, the master of the *China* prevented the seizure of his vessel, and he had the satisfaction of giving the comprador into custody. The owners of the *Emma Lyken* did not let the case of that vessel rest. It is an admitted fact that opium, seized there on shipboard, is often appraised by the customs far above the market value—like a fancy article in short. The amount of the fine and informers depends upon the valuation—the higher it is the better for the informers and the Treasury. The owners of the *Emma Lyken* have met this by asking that the opium shall be valued by an expert. This power of putting fancy values on opium leads to much wrong doing. For instance, a Chinaman takes passage in a steamer at Hongkong for Saigon. Some scoundrel puts opium, mixed with molasses, among his belongings, and then informs the Customs officials at Saigon that the passenger has contraband opium. On arrival, the poor fellow is arrested; the drug is seized and valued at an enormous figure. He has to pay hence a heavy fine on an article which is actually almost valueless, which never belonged to him and which had been put in without his knowledge. Thus informers and their confederates make money. This method of gain is said to be largely practised at Saigon. It will only come to an end when the customs authorities value truly the opium seized. Informers and seizers would then get less, and it would no longer pay to bring troubles upon innocent passengers by foisting the drug upon them.

MORE ABOUT LOOT.

AN EMINENT FIRM DRAGGED INTO THE CONTROVERSY.

The *Kobe Chronicle* of 29 ulto. says:—

In a telegram published in Monday's issue it was stated that a certain journal had recently a report that some loot, consisting of horse-shoe silver, had been discovered at Hiroshima, Hamada and Yamaguchi, and that three men had been arrested on the charge of making false accusations in this affair.

According to further particulars to hand, it appears that on the 18th inst. Kono Tasaburo, one of the men arrested, had an interview with the Minister of War, and stated that one Isobe Asaka, who had some connection with General Yamaguchi, the Commander of the Hiroshima Army Division, was negotiating to sell to a *bando* of Messrs. Jardine Matheson & Co. of Yokohama, named Otomo Yoriyuki, certain horse-shoe silver, valued at millions of taels, which General Yamaguchi and other officers under him had brought from North China. Kono added that he was a friend of Isobe and had introduced Otomo to him. The Minister of War asked if the man had any evidence to prove the truth of his story. The man had no authoritative evidence, and consequently his statement was received with some suspicion.

On the 22nd inst. the man Kono went to the Minister of War and again made a charge against the officers of looting. The Minister of War told him that he ought to give information to the proper authorities if he had any authoritative evidence, and summoned Colonel Yamaguchi, the Commander of Gendarmerie, and made the man repeat the charges. Colonel Yamaguchi asked the man to produce evidence and the man went away promising to do so on the following day. This, however, he did not do. The suspicion that his story was false thus became stronger, and on the 25th inst. the Procurator laid a charge against Kono of having made false accusations against General Yamaguchi and other officers.

It is stated that the house of Otomo, the *bando* of Messrs. Jardine Matheson & Co., was searched, but he was not arrested. The first report of his arrest was incorrect. He was only summoned to the Court as a witness.

It is believed that the object of Kono and Isobe in bringing such accusations was probably to blackmail General Yamaguchi. Another opinion is that they intended to induce speculative merchants to believe there was some loot, and obtain money for revealing its whereabouts.

The men who are arrested were in North China during the disturbances and acted as interpreters or camp followers. They were at Hiroshima shortly before the reports of looting were published in some of the Tokyo papers. Isobe went to China as the interpreter of General Yamaguchi, but as he had not much knowledge of Chinese, he was sent to the 11th Regiment and afterwards he was attached to various other regiments.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES for the RACES.

Notice of Firm.

24, BANK BUILDINGS.
I HAVE This Day established myself at the above Address as MERCHANT and COMMISSION AGENT under the Style of JORGE & CO.

F. J. V. JORGE.
Hongkong, 1st February, 1902. [141c]

Intimations.

SANITARY BOARD.

OWNERS OF HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 28th day of FEBRUARY, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the K'woon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim-sha-tui.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
1st February, 1902. [151d]

NOTICE.

NOTICE is hereby given that HO UTIN has CEASED to be our Compradore and that no business can be a ranged by him on our behalf. Also that no business can be arranged on our behalf by his son HO KWAN SOON or any other of his sons.

All Outstanding Accounts due to us in Hongkong and in Canton should be paid here to us direct.

ABDOULLAH EBRUHAM & CO.
Hongkong, 6th February, 1902. [166d]

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$3,644,514

TOTAL \$5,644,514

Head Office: NEW YORK.

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Walter G. Oakman, President, Geo. R. Turnbull, and Vice President, John Gault, Foreign Dept., E. C. Hebbard, Secretary, R. C. Newton, Assistant Treasurer, Trust Officer.

London Committee:
Arthur John Fraser, (Chairman), Donald C. Haldeman, Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C. R. C. Wyse, Manager.

London Bankers:
PARR'S BANK, LIMITED.

A BRANCH of above Company has been established at No. 4, DES VUEX ROAD, Hongkong, for the Transaction of Banking and Exchange Business.

Hongkong, 31st January, 1902. [128d]

NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 to 1/160 down to 1/84, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1/100 down to 1/84, and from 1/100 down to 1/84, or from 1/100 down to 1/84, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/101 1/16—

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1.000 = 1. 10. 1
600 = 1. 1. 3
70 = 1. 9
1 = 1. 9

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Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the *Daily Telegraph* Office, Price \$40 per copy. Hongkong, 10th February, 1902. [172d]

At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co. LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT.

For the benefit of consumers it is drawn to the fact that the Undersigned, being Sole Agents for

DR AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

W. BREWER & Co.

NEW by English Mail.

The World's Greatest Pictures, 100 Masterpieces, suitable for Framing, in Portfolio \$14.00

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The Great Mutiny, by Fitchell 1.50

Razell's Annual, Whitaker's Almanack, Puritan Flax (Sole Paper and Envelopes, Very good. Very reasonable in price.

Hongkong, 6th February, 1902. [34d]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, GURUS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS

AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 24th January, 1902. [733c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1893. [21]

UNTOUCHED BY HAND.

MELLIN'S FOOD

At the audience of the Foreign Ministers the Secretary read the Emperor's speech, which had previously been submitted for approval to the Diplomatic Body, but the Emperor did not personally address them. At Chinese Audiences the Dowager has occupied a seat above him, and he is stated to be looking thin and ill. In the matter of education however, he recently opened his mouth. The Dowager was advising the Hsinlin students to study both Chinese and Western works of the highest order, when the Emperor chipped in with "do not only learn them, but see that you understand them, that is the important point." The remark, if correctly represented, would appear to indicate a rather keen appreciation of things around him than the "poor idiot emperor" is supposed to possess.

A Tantai in Peking has been currying favour by buying up from various stores things that were looted from the Palace, and has succeeded in getting together some 300, for which he paid altogether Tls. 20,000; but as one article alone is estimated at Tls. 30,000 he reckons he has got them pretty cheap.

January 27th. Within the past week various mutterings have made themselves heard indicative of the spirit of the people and the impatience of the Officials. Threats have been issued to again destroy the Grandstand at the Race Course, and a guard has been placed there, and two nights ago a village not a quarter of a mile behind the stand was actually attacked, several persons being killed and injured, including one woman, who was brutally mutilated. The object of the attack appears to indicate an ulterior motive than robbery, and one can hardly help wondering whether it may not be part of the official scheme to show how very useless the Foreign control is when such daring acts are perpetrated. We shall feel keenly annoyed if our beautiful Grandstand suffers, especially as now there will be no means of redress, as we can hardly hold the Chinese Government responsible when they are not in control. Many of the servants are talking openly of the Boxer trouble recurring, and, as before, they echo what filters to them from higher sources.

The Generals held a meeting on Saturday, but nothing has leaked out yet as to their decisions. It is no secret however, that arrangements are being made to reduce our force to about 2,000, and the French are sending away 2,000 at least directly the Port opens. Much depends on what the Germans intend doing, and their line of action does not appear to have been decided yet.

The usual dinner in celebration of the Kaiser's birthday took place last eve, and parade with full salute this morning. Talking of parade, it is curious to see the Japs studying the goose step. They appear to have been greatly struck by its impressiveness, but what suits our tall, well built German cousins looks slightly ludicrous in the dun-colored pigmies of Dai Nippon.

Chen Pi, the Governor of Peking, by whose instrumentality the Industrial Institute and paper were recently stopped, has been appointed Vice-President of the Board of Civil Affairs. He is also superintending the repairs being made at the Western Tombs, which the Royal Astrologers have decided shall be commenced on the 26th of the 12th moon.

In reference to the handing over of the railway, Chinese sources report the British have laid down three conditions:—
1. That British troops must guard the line at intervals and be protected by Chinese troops, and that Merchants must travel unmolested.
2. That all the railway money must be deposited in the Hongkong and Shanghai Bank.
3. That all railway godowns must be in charge of Britishers and not interfered with by Chinese, also that the whole of the accounts will be kept by the British.

I cannot say whether this correct. An international fete or fancy dress carnival is talked of for Shrove Tuesday. It will be a great pack I fear.

A small fire occurred on Friday at the Welsh Mess, but was quickly suppressed, and another at the German Club on Saturday which, although more extensive, was soon got under. Just as the fire had been put out a large company of German soldiers arrived, fully equipped with rifles, shovels, axes, etc. and officers in full parade uniform, and after drawing up in parade order and saluting they obeyed the order to "charge" and succeeded in entirely blocking the stairway where coolies were valiantly endeavouring to slip the waterfall from above.

January 30th. One of the most amusing things that the native papers have given us for a long time appeared in yesterday's issue of the *CHAI PAO*. "An order has been sent to Admiral Yeh to immediately organize a Naval College at Chefoo and to secure the services of Lord Charles Bressford as naval instructor and second in command of the Peiyang Squadron. This foreigner has already visited China, and was very favourably received by the Chinese, and he is therefore a suitable man for the post." This was the substance of the delicious paragraph, which I promptly transmitted home, and it doubtless caused some amusement in Fighting Charlie's circle of intimates. The unconscious satire of the whole thing is an admirable illustration of Chinese self complacency. One only wonders that they have not offered one of the Prince of Wales' sons a midshipman's berth at the same time. There is only one way in which the suggestion can be taken at all seriously, Lord Charles did at one time suggest, I believe, the expediency of his reorganizing the Chinese Navy, and as Russia has been trying to get hold of the remains of the fleet, the idea of securing Lord Charles Bressford to take care of it might have presented itself. But the wording of the order does not convey this impression at all.

GIRAULT NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c.

pression at all, but is in strict harmony with the lofty superiority which explains the Legion Fortifications as a Chinese precaution "in order to keep the badly behaved foreigners within bounds." There is nothing that foreign ingenuity can devise which Chinese ingenuity cannot explain away for the preservation of "face."

The feeling fermenting on all sides is a very bad one. It is in no sensational spirit that I assert we are living on a volcano. Public sentiment is almost, if not quite, as inflammable as before the outbreak, and this without the aid of any placards and boxer doctrines. The smouldering fire threatens to break out in little flames at any moment, and is only being held in by the well founded belief that preparations are on foot for a gigantic and successful movement in the near future. As to how soon and how successful that movement will be will depend mainly on the Powers. There is of course no well defined movement on foot of which official notice can be taken, but the whole atmosphere is alive with significant trifles, and those most in touch with Chinese opinion that the promotions of evil grow clearer every day. The Catholic Missionaries have gone so far as to prophesy a terrific outbreak before the opening of the port; but I think this idea is a trifle premature. What the Chinese expect is a very large exodus of troops this spring and they will not miss a single opportunity which offers for action. Secret orders have gone south to Viceroy Chang, Liu and Tao Mo, to enlarge all the arsenals and push forward the manufacture of all kinds of ammunition under high pressure, and I am told a large number of agents are now in this city buying up all the arms they can get for Tung Fu-hsian. So far from that individual being dead, he is busy raising fresh troops. It may be argued that the Chinese would not venture to do anything foolish again so soon, but I believe that if many troops are withdrawn and Tientsin City is not given over, the officials will lose their heads. The Government got out of all responsibility for the last outbreak, and nothing would be easier than to accuse "rebels" a second time. Providing everything was kept quiet in Peking it would be an easy matter to avoid any responsibility for an attempt to retake Tientsin and clear out the Settlements. Personally, however, I do not think any action will take place this year, as the Chinese are showing their hand sufficiently for the present plans of withdrawal to be greatly modified, and it seems more than probable Tientsin City will be retained under the circumstances.

Within the past month the bricks of mission Churches destroyed in Tientsin in 1900 have been gradually disappearing, and they have been traced to the compounds of various wealthy Chinese in the City. The missionaries are trying to get them back under moral persuasion and if that fails will probably take other measures. It is not the bricks, but the spirit which prompts their removal which troubles them, as its looks as if even the ruins of the destroyed Churches were an eyesore. The man who first set fire to one of the Churches has recently returned and resumed business close to the ruins where he was originally, and several men who are identified as the murderers of Christians have also just returned, evidently thinking themselves safe. The missionaries are at some loss to know whether most harm or good will be done by taking action against them, but it is hoped they will decide on the latter, as it seems a fatal mistake to let off anyone of whom it can be honestly said "thou art the man."

I think I have already stated that the most lively indignation exists amongst Americans and British in the Port at the decision of Mrs. Conger and other ladies to accept the Dowager's invitation. Words cannot describe the shame and mortification felt at such an exhibition of cupidity and curiosity, as it is impossible to reconcile their visit with anything but a desire to add to their store of pearls, pearl combs and embroideries! Fair women and innocent children died during the siege which the Dowager's disreputable connections, if not her Imperial self, were responsible for. Yet these women will smile on her, shake hands with her and may be kiss her and accept the gifts which, whether we look backward or forward spell "Blood Money!"

AMERICAN PACIFIC CABLES.
John W. Mackay, the projector and part owner of one of the Atlantic cable lines, announces plans for an American Pacific cable. He says, speaking for the Commercial Pacific Co.: "We have let a contract to Gray's Silvertown Works, near London, England, for the manufacture of the first section of this trans-Pacific cable. The price, which is £60,000 sterling, or about \$3,000,000, includes the entire work of making the cable, laying it, and building the landing station. The first section will be 2,300 miles long. The distance in a direct line from point to point is but 2,180 miles, but 170 miles are allowed for the slack. The Silvertown Works will have to hustle hard to keep its contract, as it will take about two and a half months to bring the cable around Cape Horn, and they have only about ten months to do all the work."

"As soon as we have finished the laying of this section to Honolulu, we will then go straight ahead, for Manila, and hope to have our cable in the Philippines within two years and a half. This distance will be 8,500 miles. I believe that San Francisco will be the leading cable station for the East, and that the possession of a cable by Hawaii will be the strongest factor yet in its commercial upbuilding. We have got no subsidy, nor bought any, and are spending all the money ourselves for work. Of course, we make certain conditions to the government, such as giving precedence to government messages and charging half the ordinary rates for government messages. In case of war, the United States government will have entire control of this cable."

GIRAULT CRYSTALLIZED FRUITS, ROSE, MAROONS GLACES a most Splendid Assortment.

Hotels.
THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT, Manager. [1339c]

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.
J. LACOCK. [1075c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.
The most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
Telegraphic Address: "BOA VISTA." [1075d]

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.
[1075d]

Intimations.
THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.
NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, TO-MORROW, the 12th February, 1902, at twelve o'clock NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending December 31st, 1901.

THE REGISTER of Shares of the Company will be CLOSED from MONDAY, the 3rd Feb., to WEDNESDAY, the 13th Feb. (both days inclusive), during which period no transfer of Shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the Hongkong Land Investment and Agency Co., Limited.
Agents for the Kowloon Land and Building Co., Limited.
Hongkong, 11th February, 1902. [116d]

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1901.
By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, 28th January, 1902. [117d]

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 1st to the 15th day of February, (both days inclusive) during which period no Transfer of Shares can be registered.
By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, 28th January, 1902. [118d]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.
THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on MONDAY, the 17th February, 1902, at 11 a.m. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to 17th February, both days inclusive.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 1st February, 1902. [143d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from 10th to 24th February, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE, Secretary.
Hongkong, 31st January, 1902. [150d]

NOTICE.
OBSTRUCTION OF MURRAY PIER.
STEAM LAUNCHES and other Vessels are warned against approaching the works of the Naval Yard Extension in the neighbourhood of Murray Pier and to the Eastward thereof.
R. MURRAY RUMSEY, Harbour Master, &c.
Harbour Department, Hongkong, 28th January, 1902. [163d]

Hotels.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU..... F. L. Sommer	KOBE and YOKOHAMA.....	FRIDAY, 14th Feb., at Daylight.
BINGO MARU..... F. Davis	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 22nd Feb., at Daylight.
KAGOSHIMA MARU..... K. Kuri	MOJI, KOBE and YOKOHAMA.....	MONDAY, 24th Feb., at Noon.
KAGA MARU..... J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	THURSDAY, 27th Feb., at 4 P.M.
KASUGA MARU..... H. Fraser	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	THURSDAY, 27th Feb., at 4 P.M.
AWA MARU..... W. Bainbridge	KOBE and YOKOHAMA.....	FRIDAY, 28th Feb., at Daylight.
KUMANO MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 28th Feb., at Noon.
MIKE MARU..... M. Yagi	BOMBAY, via SINGAPORE and COLOMBO.....	FRIDAY, 28th Feb., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager. [5]

Hongkong, 6th February, 1902.

Intimations.
HONGKONG RIFLE ASSOCIATION.
ON SATURDAY, the 15th instant, there will be a SPOON COMPETITION over the 700 and 800 yards ranges. Subscriptions for the Long and Short Range Cups will be received on the Range. Members are reminded that the Annual Subscription is now due and may be paid on the Range or sent to the Honorary Secretary, MOWBRAY S. NORTHCOTE, Hon. Secretary.
Hongkong, 7th February, 1902. [31]

WANTED.
IN KOWLOON, Three Rooms with use of Kitchen and Bathroom; or to share a house.
Apply to "F.E.S."
C/o H.K. Telegraph Office.
Hongkong, 25th January, 1902.

NEW VICTORIA HOTEL.
ROTISSERIE.
Meat a la Carte.
CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Dinner at Moderate Rates.
Madar & Farmer, Proprietors.
Hongkong, 2nd September 1901. [958c]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE EYES" guarantee given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JEYES FLUID.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. GUMMERS & Co., Bank Buildings.
Hongkong, 6th March, 1902. [121]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION-MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAHTJENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINSLERS' PATENT MOTOR LAUNCHES, &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 14th May, 1901. [168]

DENTISTRY.
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.
No. 4, Queen's Road Central, Hongkong, 3rd January, 1902. [125d]

HONG SING,
8, Bazaar Street.
ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfittings.
Hongkong, 30th August, 1901. [960d]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Long, Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
Nos. 14 & 16, Queen's Road Central. [31]

EDUCATION:
WEL-HAI-WEI SCHOOL.
AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.
Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.
Bracing climate. Healthy situation, facing South.
Next term begins February 1st.
PRINCIPALS:—
HERBERT L. BEER, London University, L.C.P., (formerly Assistant Master of Truro College, Cornwall).
CHAS. E. BEER, London University, L.C.P., (late of Queen Elizabeth's Grammar School, Blackburn, Lancs).
4th January, 1902.

DROZ & Co.,
WATCH, MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNA, &c.
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. [156c]

ST. JOSEPH'S COLLEGE, HONGKONG.
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, attesting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SWATOW and S'ANGHAI	"WHAMPOA"	12th February.
MANILA and CEBU	"STUNGKIANG"	15th February.
MANILA and CEBU	"KATONG"	15th February.
MANILA and CEBU	"CHANGSHA"	20th February.
SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ULYBES"	11th February, 1902.
"	"TYDEUS"	15th " "
"	"ANTENOR"	20th " "
"	"ALCHAS"	25th " "
"	"NESTOR"	5th March, " "
"	"DARDANUS"	12th " "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"IDOMENEUS"	"	18th Feb., 1902.
"AJAX"	"	18th March, " "
"ULYBES"	"	18th " "
"ANTENOR"	"	18th " "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	"	15th Feb., 1902.
"TANTALUS"	"	15th Mar., " "
"TYDEUS"	"	15th Mar., " "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-Class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 20th February.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
[1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOOCHOW	"ANPING MARU"	K. Sudaoki	WEDNESDAY, 12th February.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 16th February.
FOR ANPIN	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 19th February.
FOR TAMSUI	"DAIGI MARU"	T. Kano	SUNDAY, 23rd February.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 5th February, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUEZ, PORT SAID,
FUME AND TRIESTE.

Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA RED SEA, BLACK SEA,
LEVANT, VENICE AND ADRIATIC PORTS.

THE Company's Steamship

"CHINA,"
Captain Mosca, will be despatched as above
on TUESDAY, the 18th February, P.M.

This steamer has capital accommodation for
passengers. Electric light. A doctor is carried.

For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 28th January, 1902.

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND
Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain McArthur, will be despatched as above
on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly-qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th February, 1902.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for
the above Port, on FRIDAY, the 14th instant,
at Noon.

The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with Electric
Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th February, 1902.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Strathgyle, Friday Feb. 28

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN
FRANCISCO, VIA MOJI, KOBE, YOKO-
HAMA and HONOLULU, on FRIDAY, the
28th February.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. The value of same is required.

Consular Invoices, to accompany cargo de-
stined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 24th January, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1896.

To be Let.

TO LET.

"THE KENNELS" MAGAZINE GAR.

Apply to

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

Hongkong, 4th February, 1902.

TO LET.

GROUND FLOOR OF GODOWN No. 1,
New Praya, Kennedy Town.

Apply to

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

Hongkong, 1st February, 1902.

TO LET.

NO. 1, STEWART TERRACE.—THE
PEAK.

Apply to

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

Hongkong, 31st July, 1901.

TO LET.

**HOUSES IN CLIFTON GARDENS, CON-
DUIT ROAD.**

GODOWNS AT BLUE BUILDINGS.

HOUSES AT CAUSEWAY BAY, facing the
Pole Ground.

A HOUSE IN RYTON TERRACE.

"THE RETREAT" MOUNT KELLET.

Apply to

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

Hongkong, 11th January, 1902.

TO LET.

"CRAIGMIN WEST" MAGAZINE GAR.

Apply to

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

Hongkong, 6th January, 1901.

TO LET.

GODOWN—No 5A, DUBBEL STREET.

Apply to

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

Hongkong, 31st July, 1901.



This fugitive and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
soap and
"Powder,"
it has been
adopted by the
most refined
French
Society

RIGAUD & Co.

PARIS

10,000
White Violets
equal each bottle of
Rigaud's Extract

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Richter, Kordon, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
rectum, cough, bronchitis, asthma, and all
diseases for which it has been too much used,
to fashion to employ mercury, arsenic, &c., a
few of the most trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much used,
to fashion to employ mercury, arsenic, &c., a
few of the most trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigor to the debilitated.

THERAPION may be procured of the principal
Chemists and Merchants throughout the
world. Price in England 2/6 and 4/6. In order-
ing, the purchaser should state which of the
three numbers he requires, and observe that the
word "THERAPION" appears on the Govern-
ment Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

C. E. WARREN,

BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
AND FIXED. DRAINING, TRAPS,
WASTE PIPES, &c., CLEANSED AND RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Price on Application.

WO SHING.

PRINTER, BOOKBINDER
AND
RUBBER STAMP
MANUFACTURER.

Moderate Prices.

No. 29, POTTINGER STREET.

Hongkong, 28th January, 1902.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1898.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or Crew
of the following Vessel during her stay in
Hongkong Harbour:

CELESTE BURRILL, British ship, Jeffrey—Order.

HELEN H. WYMAN, American ship, Vanhorn.

—Arnhold, Karberg & Co.

BILL.

He lay dead on the cluttered deck and stared
at the cold, grey skies.

With never a friend to mourn for him, nor a
hand to close his eyes.

"Bill, he's dead, was all they said, 'he's dead,
'n' there he lies."

The mate came forward at Seven Bells and spat
across the rail.

"Jest lash 'im up wit' some hollystone in a clout
o' rotten sail,

An' blame ye, get a gait on ye. Ye're slower'n,
a bluish'n snail."

When the rising moon was a copper disc, and
the sea like a strip of steel,

We sank him down to the swaying weeds ten
fathom below the keel.

"It's rough about Bill," the fo'c'sle said.
"We'll have to stand 'is wheel."

THE PHILIPPINES.

INTERESTING STATISTICS.

According to a return just issued the total
cost in lives of the Philippines to the United
States, including the operations against the
Spaniards in Manila and Ilo Ilo in 1898, is thus
stated by the Adjutant-General of the army:

Officers. Men. Total.

Deaths..... 115..... 3,378..... 3,493

Wounded..... 170..... 2,599..... 2,769

These casualties have occurred among a
force of 3,477 officers and 108,800 men. There
are now about 30,000 regular troops on the
island, no volunteers, and the force is to be
reduced to 25,000 men as soon as the scattered
insurrection is subdued. The health of the
troops is now giving the Government less con-
cern than formerly, because they have be-
come acclimated. The disorders that have
caused the most fatalities are typhoid fever and
dysentery. It is estimated that the Filipino
casualties from Feb. 4, 1899, to June 30, 1901,
were 14,634 killed, 3,777 wounded, and 40,092
surrendered and captured, but these figures
are only estimates. None of the revenues
of the Philippine Islands have been used
for the support of the Army, but have
been employed solely to meet the current

expenses of the islands. From the date of
the American occupation, on Aug. 20, 1898,
to June 30, 1901, Secretary Root states that the
revenues and expenditures in the islands have
been: Revenues, \$20,712,930.33; Expendi-
tures, \$14,379,601.51.

NEW BATTLESHIPS.

OUR LATEST DESIGN.

Owing to the pressure in Government dock-
yards the Admiralty have decided to give out
construction of two of the three battleships
originally intended to be built in Royal dock-
yards to private builders. Tenders for these
will be issued along with those for five first-
class cruisers. The battleships will exceed in
gunpower and size anything afloat. They will
be 420 feet long, and will have a displacement
of 16,500 tons each, and speed of 18 knots. The
one to be named *King Edward VII.* will be
built at Portsmouth, and the two sister-vessels,
Dominion and *Commonwealth*, will be con-
structed in private yards. Like all modern
armourclads, they will have a barbettes fore and
aft, each mounting two 12-inch guns, but they
will introduce a new feature—four turrets each
with a 9.2-inch weapon. The armament will
also include ten 6-inch quick-firers, not in
separate casemates as in other ships, but on
the central battery system followed by some
foreign constructors, and incorporated in the
Japanese battleship *Mikasa*, just finished by
Vickers, Son & Maxim. These weapons will
be behind 6 inches of armour, and an effort
will be made to localise the injury done to one
weapon of either broadside.

FOREIGN OFFICE FRIVOLLING.

In Sir Edward Hertslet's book of "Recollections
of the Foreign Office" he tells a good
story of the lighter side of office work in Lord
Palmerston's time. Not that Sir Edward re-
gards the Foreign Office as a Department of
idlers. He represents the impression that the
clerks, like the fountains in Trafalgar Square,
play from ten to four. Still there do seem to
have been some relaxations half a century ago,
whatever there may be now.

"Certain pretty dressmakers occupied rooms
in one of the houses in Fludger-street, just op-
posite the windows of the rooms occupied by
some of these same 'frivolous youths.' A
mutual recognition generally took place every
morning between some of them. In one of
these rooms there used to be one gentleman
with a round head and another with red hair,
and should the former first open his window,
the young ladies opposite, who generally
worked with their windows open, would call
out, 'Good morning, Turnips; how's Carrots?'

"One day the youths in the 'Nursery'
arranged a looking-glass in their own room in
such a manner as to throw the sun's rays
straight into these young ladies' faces and on
to their work, and as these little jokes were
repeated on other days when the sun permitted,
complaints were made against the practice,
not, I believe, by the 'padies' themselves, but
by residents in the same street, who were
annoyed at what they saw going on. The
complaints were addressed to Lord Palmerston,
who was then Foreign Secretary, and his Lord-
ship thereupon wrote 'a migute,' in which he
inquired, 'Who are these unmannerly youths
who have been casting reflections on young
ladies opposite?' 'This was considered a very
mild and jocular rebuke, and as an apology
was at once offered and the practice discon-
tinued no further notice was taken of it.'

PASSENGERS BOOKED FOR

THE FAR EAST.

Per P. and O. steamer *Arctia*, connecting
with the steamer *Ballauna*, at Colombo, from
London, Jan. 10.—To Yokohama: Mrs. Whee-
ler, Messrs. E. Macaulay, J. Ramsden. To
Hongkong: Messrs. Whitlow, D. M. Mac-
kenzie, Staff Sergeant and Mrs. J. Biles and
5 children, Sergeant and Mrs. W. Farmer.
From Marseilles, Jan. 17.—To Yokohama:
Messrs. G. E. Henderson, J. Worrall and
Misses Worrall (3). To Shanghai: Messrs.
Raiton, W. Cowan, Dr. A. Moore. To Hong-
kong: Messrs. C. M. Gordon, C. J. Barnes and
P. P. Adams.

Per P. and O. steamer *Ceylon*, from London,
Jan. 11.—To Shanghai: Mrs. Rowbotham and
child. To Hongkong: Mr. and Mrs. Drayson,
Messrs. S. Powell, D. Pemberton.

Per P. and O. steamer *Oceana*, connecting
with the steamer *Oriental*, at Colombo, from

CHINA COAST METEOROLOGICAL REGISTER.

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'tow & Amoy.	Maidzuru Maru.....	Mitsui Bussan Kaisha..	Feb. 19.
B'bay v. Spore & C'mbo	Milkie Maru	Nippon Yusen Kaisha..	Feb. 28, at noon.
Bremen & Ports of Call.	Preussen	Melchers & Co.....	June 13, at noon.
" "	Hamburg	"	Feb. 19, at noon.
" "	Sachsen	"	Mar. 5, at noon.
" "	Kiautschou	"	Mar. 19, at noon.
" "	Bayern	"	April 2, at noon.
" "	Stuttgart	"	April 16, 1902.
" "	König Albert	"	April 30, at noon.
" "	Princess Irene	"	May 14, at noon.
" "	Prinz Heinrich	"	May 28, at noon.
Cebu and Iloilo	Kaifong	Butterfield & Swire	Feb. 15.
F'chow v. S'tow & Amoy	Anping Maru	Mitsui Bussan Kaisha..	Feb. 17.
Havre and Hamburg	Königsberg	Hamburg-Am'ka Linie	Mar. 22.
" "	Ambria	"	Feb. 12.
" "	C. Fred. Laeiz.. ..	"	Feb. 26.
" "	Andalusia	"	Mar. 15.
" "	Bamberg	"	April 10.
" "	Armenia	"	April 17.
Japan	Kumano Maru	Nippon Yusen Kaisha..	Feb. 21, at noon.
Kobe and Yokohama	Awa Maru	Nippon Yusen Kaisha..	Feb. 28, at daylight.
" "	Hakata Maru	"	Feb. 14, at daylight.
Liverpool	Tantalus	Butterfield & Swire....	Feb. 15.
" "	Tydeus	"	March 15.
" "	Idomeneus	"	Feb. 18.
" "	Ajax	"	March 4.
" "	Ulysses	"	March 15.
" "	Antenor	"	March 29.
" "	Glengarry	McGregor Bros. & Gow ..	Feb. 26.
London & Ports of Call.	Parramatta	P. & O. S. N. Co.....	Feb. 15, at noon.
Manila	Rosetta Maru	Mitsui Bussan Kaisha..	Feb. 17, at noon.
" "	Sungkiang	Butterfield & Swire....	Feb. 15.
" "	Usterfeld & Swire ..	"	Feb. 15.
" "	Vuensang	Jardine, Thomas & Co....	Feb. 13, at 4 p.m.
Marseilles, London, &c.	Oriental	P. & O. S. N. Co.....	Mar. 29, 1902.
" "	Malta	"	April 12, 1902.
" "	Bingo Maru	Nippon Yusen Kaisha..	Feb. 27, at daylight.
Moji, Kobe & Y'hama..	Kagoshima Maru....	"	Feb. 24, at noon.
Port Darwin, &c.	Changsha	Butterfield & Swire....	Feb. 20.
Portland, (Or.)	Indrapura	Portland & Asiatic Co....	About Feb. 20.
San Diego & San F'co.	Strathgyle	Butterfield & Swire....	Feb. 28.
San Francisco v. Japan	America Maru	Toyo Kisen Kaisha.....	Feb. 13, at daylight.
" "	Hongkong Maru	"	Mar. 8, at noon.
" "	China	Pacific Mail S.S. Co.....	Feb. 28, at noon.
" "	City of Peking	"	Feb. 28, at noon.
" "	Gaelic	O'dental & Otal S.S. Co..	Mar. 25, at noon.
" "	Doric	"	Mar. 25, at noon.
Shanghai	Whampoa	Butterfield & Swire....	Feb. 12.
" "	Ballaarat	P. & O. S. N. Co.....	About Feb. 15.
Singapore and Bombay	Pekin	"	Feb. 13, at noon.
Singapore, Penang, &c.	Cinna	Sander, Wieler & Co.....	Feb. 18, p.m.
Spore, Penang & C'ta.	Laisang	Jardine, Matheson & Co..	Feb. 15, at noon.
Sydney & Melbourne	Kasuga Maru	Nippon Yusen Kaisha..	Feb. 27, at 4 p.m.
" "	Guthrie	Sander, Wieler & Co.....	Feb. 27, at noon.
Tamsui v. Amoy & S'tow	Daijin Maru	Mitsui Bussan Kaisha..	Feb. 16.
" "	Daigi Maru	"	Feb. 23.
Vancouver, v. Shanghai	Empress of Japan....	Canadian Pac'fic R. Co....	Mar. 12, at noon.
" "	Empress of China	"	Feb. 2, at noon.
" "	Empress of India	"	Feb. 26, at noon.
" "	Atkisson	"	Feb. 26, at noon.
" "	Tartar	"	April 16, at noon.
Victoria, B.C., &c.	Duke of Fife	Dodwell & Co., Ltd.....	Feb. 22.
" "	Victoria	"	Mar. 15.
" "	Braemar	"	Mar. 22.
" "	Tacoma	"	Mar. 8.
" "	Kaga Maru	Nippon Yusen Kaisha..	Feb. 27, at 4 p.m.
Y'hama v. Shanghai & Kobe	Canotou	P. & O. S. N. Co.....	About Feb. 23.
Yokohama and Kobe	Trieste	Sander, Wieler & Co.....	Feb. 16, at daylight.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

Telegraphic Address—"Rialto."
Telephone No. 148.
P. O. Box No. 17.

Post Office.

A Mail will close—

For Canton—Per *Honam*, to-morrow, the 12th instant, at 7.30 A.M.
 For Haiphong—Per *Pronto*, to-morrow, the 12th instant, at 9 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, U.C. and Vancouver—Per *Empress of India*, to-morrow, the 12th inst., at 11 A.M.
 For Macao—Per *Hongshan*, to-morrow, the 12th instant, at 1.15 P.M.
 For Canton—Per *Fatshan*, to-morrow, the 12th instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America*, to-morrow, the 12th inst., at 5 P.M.
 For Canton—Per *Hankow*, on Thursday, the 13th instant, at 7.30 A.M.
 For Manila—Per *Pusan*, on Thursday, the 13th instant, at 9 A.M.
 For Manila—Per *Sungkiang*, on Thursday, the 13th instant, at 4 P.M.
 For Takao and Amoy—Per *Keelung Maru*, on Thursday, the 13th inst., at 5 P.M.
 For Singapore, Penang and Bombay—Per *Bornida*, on Friday, the 14th inst., at 4 P.M.
 For Manila—Per *Quil*, on Friday, the 14th instant, at 11 A.M.
 For Kobe—Per *Hopson*, on Friday, the 14th instant, at 2 P.M.
 For Singapore, Penang and Calcutta—Per *Lahang*, on Saturday, the 15th inst., at 10 A.M.
 For Europe, &c., India, via Taitcorin—Per *Paranatta*, on Saturday, the 15th instant, at 11 A.M.
 For Europe, &c., India, via Taitcorin—Per *Hamburg*, on Wednesday, the 19th instant, at 11 A.M.
 For Manila, Singapore, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 20th instant, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, &c.—Per *Athenian*, on Wednesday, the 25th instant, at 11 A.M.

EXCHANGE.

Hongkong, 11th February.
 ON LONDON, Telegraphic Transfer.....1/10
 Bank Bills, on demand.....1/10 1/16
 Credits, 4 months' sight.....1/10 7/16
 D'ments, 4 months' sight.....1/10 9/16
 ON BERLIN, (demand).....M.1.87
 ON PARIS, Bank Bills, on demand.....2.31
 Credits, 4 months' sight.....2.35
 ON NEW YORK, Bank Bills, on demand.....4.44
 Credits, 30 days' sight.....4.51
 ON BOMBAY, Telegraphic Transfer.....1361
 On demand.....1372
 ON SHANGHAI, Telegraphic Transfer.....721
 Private 30 days' sight.....nom.
 ON YOKOHAMA, T.T.108 1/2 prem.
 Sovereigns, Bank's Buying Rate.....510.84
 Gold Leaf 100 touch, per tael.....55.95
 Bar Silver.....251
 Dollars.....200

VESSELS IN PORT.

Steamers.

AMBRIA, German steamer, 3,288 M. Duckstein, 6th Feb., Shanghai 6th Feb., General—Carlowitz & Co.
 AMERICA MARU, Japanese steamer, 3,460, P. H. Goring, 2nd Feb., San Francisco 4th Jan., via Honolulu 11th, Yokohama 25th, Kobe 26th, Nagasaki 28th, and Shanghai 31st, Mails and General—J. S. Van Buren.
 ANNA, Austrian steamer, 1,317, R. Stuparich, 8th Feb., Moji 2nd Feb., Coal—Doddwell & Co., Ltd.
 ANPING MARU, Japanese steamer, 1,053, K. Sudaoki, 8th Feb., Fochow 3rd Feb., Amoy 6th, and Swatow 7th, General—Mitsui Bussan Kaisha.
 APENADE, German str., 1,100, H. Lorenzen, 8th Feb., Haiphong and Hoihow 7th Feb., Rice—Jensen & Co.
 BAIKAL, Russian steamer, 717, Kashkin, 13th Jan., Manila 6th Jan., Ballast—Order.
 BORNIDA, Italian steamer, 1,499, G. Belsito, 6th Feb., Bombay 17th Jan., and Singapore 29th, General—Carlowitz & Co.
 BRAEMAR, British steamer, 2,316, Wm. Watt, 4th Feb., Tacoma via Ports 31st Dec., General—Doddwell & Co., Ltd.
 BYODON, Norwegian steamer, 771, Th. Carlsen, 12th Jan., Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.
 CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 6th Feb., Haiphong 30th Jan., and Hoihow 5th Feb., General—Jensen & Co.
 CHANGSHA, British steamer, 1,463, T. Moore, 6th Feb., Kobe 31st Jan., and Moji 3rd Feb., General—Butterfield & Swire.
 CHIVO MARU, Japanese steamer, 1,240, Nohahima 5th Feb., Chiofo 28th Jan., General—Chinese.
 CHIVVEN, American str., 1,230, H. Sleeman, 7th Feb., Canton 6th Feb., General—C. M. S. N. Co.
 DAPHNE, German steamer, 1,291, E. Schipper, 1st Feb., Swatow 31st Jan., Ballast—Siemens & Co.
 DORIS, Norwegian steamer, 655, K. Jacobsen, 9th Feb., Moji 2nd Feb., Coal—Order.
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 21st Jan., Vancouver 30th Dec., and Shanghai 18th Jan., Mails and General—C. P. R. Co.
 ERICA, German steamer, 1,217, Zindel, 20th Jan., Singapore 12th Jan., General—Jensen & Co.
 FERONIA, British steamer, Kent, 1st Feb., Mororan 20th Jan., Coal—Doddwell & Co., Ltd.
 HALOONG, British steamer, 783, H. Bathurst, 10th Feb., Pukhoo 7th Feb., General—Douglas, Laprak & Co.
 HANG SANG, British steamer, 1,356, S. Wilde, 27th Jan., Svyatoy 26th Jan., General—Jardine, Matheson & Co.
 HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 7th Feb., Moji 1st Feb., Coal—Mitsui Bussan Kaisha.
 HINSANG, British steamer, 1,537, P. M. B. Lake, 6th Feb., Moji 31st Jan., Coal—Jardine, Matheson & Co.
 HOIHO, French steamer, 509, M. Merleze, 9th Feb., Hoihow 5th Feb., and Kwongchow 7th, Sugar—A. R. Marty.
 HOLSTEIN, German steamer, 1,185, M. Inland, 7th Feb., Saigon 1st Feb., Rice—Kwong Fat.
 HOP SANG, British steamer, 1,358, H. Roop, 5th Feb., Hongkong 3rd Feb., Coal—Jardine, Matheson & Co.
 ICHANG, British steamer, 1,440, W. L. Jones, 26th Jan., Canton 25th Jan., General—Butterfield & Swire.
 KAIPOING, British steamer, 1,024, C. H. Pennefather, 7th Feb., Cebu via Amoy 1st Feb., Hump and Sugar—Butterfield & Swire.
 KONG BANG, German steamer, 862, W. Muller, 7th Feb., Bangkok 30th January, General—Butterfield & Swire.
 KVARVEN, Norwegian steamer, 1,296, J. Kanily, 5th Feb., Moji 30th Jan., Coal—Butterfield & Swire.

KVOTO MARU, Japanese steamer, 1,640, T. Sakumi, 4th Feb., Kuchino 29th Jan., Coal—Mitsui Bussan Kaisha.
 LAI SANG, British steamer, 2,225, G. Payne, 8th Feb., Calcutta 23rd Jan., and Singapore 1st Feb., General and Opium—Jardine, Matheson & Co.
 LAUSANG, British steamer, 1,644, W. D. Welsh, 30th Jan., Sandakan 23rd Jan., Timber and General—Jardine, Matheson & Co.
 NANSHAN, British steamer, 1,299, H. N. Holton, 6th Feb., Sourabaya (Java) 24th Jan., General—Bradley & Co.
 ORO, British steamer, 1,299, W. Smith, 5th Feb., Singapore 26th Jan., General—Doddwell & Co., Ltd.
 PELAYO, British steamer, 1,100, Pryn, 4th Feb., Philippines 1st Feb., Petroleum—Geo. McLean.
 PETERHART, German steamer, 1,252, H. Uecker, 20th Dec., Labuan 12th Dec., Sugar—Sander, Wieler & Co.
 PHIRA CHULA CHOM KLAO, German steamer, 1,012, C. Kumpel, 1st Feb., Bangkok and Ang Hin 25th Jan., Rice—Butterfield & Swire.
 PRONTO, Norwegian steamer, 838, Thomas Seeborg, 7th Feb., Haiphong and Hoihow 6th Feb., Rice—A. R. Marty.
 QUARTA, German steamer, 1,146, H. Johansen, 9th Feb., Shanghai 6th Feb., General—Jensen & Co.
 RUBIN, British steamer, 1,611, R. W. Almond, 6th Feb., Manila 6th Feb., General—Shewan, Tomes & Co.
 SALANANCA, British steamer, 883, J. H. Anderson, 16th Dec., Moji 9th Dec., Coal—Bradley & Co.
 SANDAKAN, German steamer, 1,374, A. Brandstetter, 7th Feb., Sandakan via Ports 1st Feb., Timber and General—Melchers & Co.
 SULLBERG, German steamer, 782, J. Jensen, 7th Feb., Haiphong 1st Feb., Rice—A. R. Marty.
 SUNGIANG, British steamer, 1,021, R. Ucker, 9th Feb., Cebu 4th Feb., Sugar and Hemp—Butterfield & Swire.
 TAI PU, German steamer, 1,065, H. Martens, 8th Feb., Bangkok 31st Jan., Rice and General—Tung Kee.
 THEA, German steamer, 934, H. Oberich, 6th Feb., Haiphong 3rd Feb., and Hoihow 5th, General—Jensen & Co.
 TSINTAU, German steamer, 1,006, J. Sanders, 14th Feb., Bangkok 28th Jan., Rice—Butterfield & Swire.
 WHANPOA, British steamer, 1,109, H. E. Laver, 7th Feb., Canton 6th Feb., General—Butterfield & Swire.
 WONGKOT, German steamer, 1,118, W. Bartling, 1st Feb., Bangkok 22nd Jan., Teakwood and Rice—Butterfield & Swire.
 YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 8th Feb., Manila 4th February, General—Jardine, Matheson & Co.
 YUNANG, British steamer, 1,206, W. Benson, 14th Feb., Barry 21st Dec., Coal—Butterfield & Swire.

Sailing Vessels.

DUNSLAW, British barque, 1,531, Nichol, 30th Jan., Cardiff 28th Aug., Coal—Admiralty.
 HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.
 IVY, American ship, 1,181, Sutton, 20th Jan., Montreal 15th Nov., Timber—Order.
 LOTHIAN, Italian bark, 678, Borzo, 24th Jan., Callao 10th Nov., Sugar—Carlowitz & Co.
 LUCIA, British bark, 640, A. Andersen, 19th Jan., Rajang (Borneo) 22nd Dec., Timber—Sander, Wieler & Co.
 MATOYA MARU, Japanese schooner, 121, Doch, 27th Jan., Manila 20th Jan., Ballast—Master.
 NIOLA, Norwegian bark, 649, Cardain, 3rd Jan., Freeport, Wash. and Australia 21st Oct., Sandalwood—Order.
 NORMAN, German bark, 1,521, F. Rowell, 18th Jan., Cardiff 23rd May, Coal—E. A. Trading Co.
 SIERRA MIRANDA, British ship, 1,740, A. Macdonald, 2nd Feb., Cardiff 25th Sept., Fuel—Admiralty.
 VALE OF DOON, British bark, 659, J. Petersen, 16th Dec., Rajang 18th Nov., Timber—Sander, Wieler & Co.
 WEST YORK, British bark, 706, W. S. Forster, 20th Dec., Callao 10th Oct., Ballast—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 11th, 1902.
 Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easlake, Hongkong.
 Albion, 1st-class battleship, 12,000 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Newchwang.
 Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Shanghai.
 Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wai.
 Atrida, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
 Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Amoy.
 Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
 Bristol, 1st-class cruiser, 1,700 tons, 6 guns, 1,600 h.p., Commander E. H. Martin, Singapore.
 Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
 Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.
 Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Fakenham, Singapore.
 Edgely, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. R. H. S. Stokes, Hongkong.
 Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Page, C.M.G., cruising.
 Eke, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. Forbes, China.
 Pania, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 h.p., Lieut. and Comdr. C. Mackenzie, P.S.O.
 Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Comdr. Beaty Pownall, Canton.
 Glory, 1st-class flag-ship, 12,500 tons, 16 guns, 13,500 h.p., Capt. A. Carter, Singapore.
 Goltah, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Hongkong.
 Harri, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
 Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. C. Hardy.
 Humbly, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.
 Janus, torpedo-boat destroyer, 280 tons, 6 guns, 1,900 h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. R. W. White, R.N., Pacific.
 Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.
 Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.
 Phenix, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Hankow.
 Pigny, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lt. and Comdr. A. H. Oldham, Hongkong.
 Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. G. Reynolds, Hongkong.
 Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. W. Jones, en route Singapore.
 Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
 Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Singapore.
 Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.
 Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wai.
 Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. M. Lockhart, West River.
 Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
 Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
 Taku, torpedo-boat destroyer, 350 tons, in reserve Hongkong.
 Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Hongkong.
 Tamar, receiving ship, 1,600 tons, Commodore Powell, C.B., Hongkong.
 Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.
 Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
 Waterside, surveying-ship, 620 tons, 450 h.p., Comdr. W. O. Lyne, Hongkong.
 Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., in reserve.
 Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., in reserve Hongkong.
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kikiang.
 Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.
 Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
 Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossouw, Swatow.
 Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.
 Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
 Maria Theresia, Austrian cruiser, 10 guns, 8,000 tons, 9,755 h.p., Capt. V. Bles.
 Ruyter v. Sambuch, Shanghai.
 Pui Hain, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.
 Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
 Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
 Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovski, at Tientsin.
 Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
 Bobre, Russian gunboat, 170 tons, 2 guns, 950 tons, 1,150 h.p., Captain Dobrovolsky, at Taku.
 Dmitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, Singapore.
 Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
 Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 4,000 h.p., Capt. Miklashevsky, at Shanghai.
 Koryeity, Russian gunboat, 1,700 tons, 9 guns, 2,000 h.p., Capt. Silmann, at Taku.
 Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
 Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
 Naryednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
 Otavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
 Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
 Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
 Roista, Russian armoured cruiser, 1,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.
 Rorodnyik, Russian cruiser, 1,330 tons, 1,766 h.p., 11 guns, Capt. Kemusky, at Hongkong.
 Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
 Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.
 Slatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
 Shtet Vilyky, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tarassoff, at Manila.
 Slivosty, Russian gunboat, 950 tons, twin screw 13 guns, 1,400 h.p., Capt. Soubatin, at Nagasaki.
 Syugaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torpedoes 780 h.p., speed 19.7 knots.
 Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchoumsky, at Singapore.
 Vorosh, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
 Vostok, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulio, at Taku.
 Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
 Forl, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Janichich, Russian torpedo boat, 87 tons, 4 guns, 370 h.p., 19 knots.
 Kasika, Russian torpedo boat, 350 tons, Capt. Mourvich, at Shanghai.
 Kila, Russian torpedo boat, 350 tons, Captain Kivanich, at Shanghai.
 Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
 Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 1,900 h.p., 22 knots.

Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Stish, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
 Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Soothia, Russian torpedo boat, 87 tons, 4 guns, 370 h.p., 19 knots.
 Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
 Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torpedoes 1,100 h.p., speed 12 knots.
 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torpedoes 780 h.p., speed 22 knots.
 Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Reouaoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Saigon.
 * Furst Bismarck, German flag-ship, 6,065 tons, 30 guns, Capt. Friederich, en route Singapore.
 Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
 Gela, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
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 Hama, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
 Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
 Hertha, German cruiser, 5,600 tons, 30 guns, Capt. Derrewsky, at Saigon.
 Illis, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Schamer, at Shanghai.
 Iren, German cruiser, 4,200 tons, 8 guns, 2,920 h.p., Capt. Stein, at Nagasaki.
 Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
 Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
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 Kurfurst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtzendorf, at Woosung.
 Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daelmarch, at Shanghai.
 Schwabach, German cruiser, 1,120 tons, 8 guns, Capt. Boerner, at Hankow.
 Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
 Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mitielski, at Hongkong.
 Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
 Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
 K. F. Wilhelm, German battleship, at Nagasaki.
 No. 90, German torpedo-boat, 320 tons, Capt. Holmberg, at Shanghai.
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
 No. 92, German torpedo-boat, 320 tons, Capt. Flumrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * * * Flagship of Rear-Admiral Geissler.
 * * * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Bellef, at Nagasaki.
 Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Balthine, Saigon.
 Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
 Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Delvire, at Shanghai.
 Chasteloup Latour, 2nd-class cruiser, 3,725 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, en route Saigon.
 Comet, gunboat, 600 tons, Capt. Lottel, at Canton.
 Decadet, gunboat, 640 tons, Capt. Leamecy, at Taku.
 Desbarre, 1st class cruiser, 9,000 tons, 26 guns, 13,500 h.p., Capt. D. du Fourmet, Tonkin.
 Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Capt. L. de Saune, at Saigon.
 Eure, Despatch-transport, Captain Vallée, at Saigon.
 Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
 Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
 Kerourat, 2nd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
 Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, en route Saigon.
 Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
 Styr, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
 Surprie, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Cornet, at Shanghai.
 Ville d'Alger, monitor, 944 tons, Captain Domestaur, at Hongkong.
 Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courjolles.

THE AMERICAN SQUADRON.

Albany, American cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
 Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
 Brodway, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, en route Manila.
 Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comdr. G. B. Bradshaw, at Manila.
 Cassin, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
 Callie, U.S. supply-ship, 6,428 tons, 1,800 h.p., Comdr. C. T. Fors, at Manila.
 Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
 Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
 Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
 Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metz, at Manila.
 Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
 Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
 Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. Bleeker, at Manila.
 Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
 Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. F. Naro, at Manila.
 Marlette, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
 Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Capt. F. P. Gilmore, at Hongkong.
 Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. C. A. Bicknell, at Taku.
 Monterey, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,244 h.p., Comdr. G. V. Piggan, at Shanghai.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
 New York, U.S. cruiser, 4,083 tons, Capt. B. M. Cullum, at Manila.
 Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,171 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
 Pelel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
 Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Manila.
 Schidua, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
 Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
 Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
 Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
 Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
 Zafiro, U.S. despatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.
 Lombardia, Italian cruiser, 2,900 tons, Capt. Boet John, Shanghai.
 Marco Polo, Italian cruiser, 4,883 tons, Capt. P. Botti, Shanghai.
 Venetia, Italian cruiser, 1,500 tons, 14 guns, 6,820 h.p., Capt. Zezi, Shanghai.

JAPANESE MEN